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INFORMATION REPORT

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SUBJECT The Fleets of the Petroleum Shipping Companies
in the Volga - Caspian Region

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1. Three companies participate in petroleum shipments in the Volga - Caspian region, or, as it is usually referred to in Russian, on the "Volga - Caspian Conveyer". They are the following:
 - a. The Caspian State Petroleum Steamship Company or KaspTanker (Kaspiyskoye Gosudarstvennoye Neftenalivnoye Parokhodstvo).
 - b. The Astrakhan State Roadsteads Petroleum Steamship Company or ReydTanker (Astrakhanskoye Gosudarstvennoye Reydovoye Neftenalivnoye Parokhodstvo).
 - c. The Volga State Petroleum Steamship Company or VolgaTanker (Volzhskoye Gosudarstvennoye Neftenalivnoye Parokhodstvo).

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KaspTanker

2. The entire tanker fleet of this company consists of 20 old and 12 modern tankers, as follows:
- The modern ships are large Diesel tankers (Bol'shegruznyye Teplokhody) built in 1930-1935 in Krasnoye Sormovo, now called Zavod imeni Zhdanova. KaspTanker has 12 such tankers, each of 10 thousand tons, equipped with two MAN Diesel engines of 1,400 hp, making a total of 2,800 hp per vessel. These engines have 110-120 rpm and use a mixed fuel, Diesel oil and solar oil (solyarka). When loaded these tankers have a speed of 12 mph; empty, with water ballast, their speed is 14 mph. These tankers have been in operation for only 15-20 years and the hulls are still in excellent shape. The engines, which are of the compressor type, are exposed to considerable wear and no longer as good as the hulls.
 - The old tankers were taken over in 1917 by the Soviets from a Swedish concern, the Nobel Petroleum Steamship Company. There are about 20 such tankers, each with a capacity varying between 1,500 and four thousand tons. They were built around 1900 and most of them are equipped with 750 to 1500 hp steam engines. The fuel used is either boiler oil or navy mazut. When loaded, these tankers have a speed of seven to eight mph; and empty, nine to 10 mph. The hulls and boilers of these vessels are in poor shape; the engines are still fair.

25X1X3. [] the following information on the KaspTanker fleet:

- Pumping: [] there have been no recent changes or inventions in POL loading facilities. Large tankers of this company are equipped with two Cameron Diesel pumps with a total pumping capacity of 800-1,000 tons per hour. Smaller tankers are equipped with pumps of lower capacities.
- Tugging: KaspTanker has no self-propelled barges and the tankers are never used to tug barges. The company has a few "Likhters" (old ships with engines removed) which are used as barges and tugged by the few tugboats in the company's fleet.
- Repair: Maintenance and repair work on the vessels of KaspTanker is done mostly at the ship repair yard Zakavkazskaya Federatsiya, and partly at another yard, the Parizhskaya Kommuna, both of them located in Baku. Each tanker is scheduled for maintenance and repair during the winter months. Emergency repairs, which are rather frequent, are done when required.
- No new tankers have been added to this fleet since the thirties, except, perhaps, one or two small tankers received as reparations from Germany.
- [] no tanker in this fleet was ever renamed.

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ReydTanker

4. The fleet of this company is composed of tugs and barges, as follows:

a. Tugs: There are 22 tugs falling into three different groups:

- (1) The first group is made up of four wheel-tugs, over 50 years old, acquired from the Nobel Company [See paragraph 2b above]. These tugboats have compound steam engines, of some 400 hp. They use boiler mazut, and can tug one five-thousand-ton barge against the current at a speed of two mph. Downstream, with an empty barge, they can make six mph. The hulls and boilers of these tugs are in poor condition but the engines are still usable.
- (2) The second group is made up of 11 propeller-and-wheel-tugs, built between 1934 and 1935 in Krasnoye Sormovo. Most of them are equipped with two MAN Diesel engines, each developing 450 hp and 235 rpm. Upstream these tugs can tow two five-thousand-ton barges at a speed of 2.5 mph; downstream, with empty barges, they can go nine mph. These tugs use a mixed fuel, Diesel and solar oil. All these tugs are in good condition, both with regard to hulls and engines.

- (3) The third group is constituted by seven modern tugboats, all in excellent condition, using a mixture of Diesel and solar oil. [] describe them as follows:

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- a. The Bogatyr is an ex-German tug, received as reparations, which has two Deutz Diesel engines, each of 550 hp, with 350 rpm. This boat can tug a 12-thousand-ton load upstream at two mph. The load is made up of two five-thousand-ton barges and one two-thousand-ton barge. Downstream the speed is nine mph.
- b. Four tugs of this group were built in 1950-1951 in the Krasnoarmeysk Shipyard and at Krasnoye Sormovo. All of them are equipped with two Diesel engines, of the adapted Washington type, and have 300 hp and some 300 rpm. Upstream they can tow one five-thousand-ton barge at three mph; downstream their speed is 10 mph.
- c. Two tugs, built in 1950-1951, in the Riga Shipyard, which are equipped with one Diesel engine of the adapted Washington type, with 500 hp and 250 rpm. These tugs can tow one five-thousand-ton barge upstream at 2.5 mph; downstream, their speed is nine mph.

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b. Barges: ReydTanker has about 40 barges, which can be broken down into four groups, as follows:

- (1) There are 10 old barges, built before the revolution, which are about 40 to 50 years old. Most of them have a capacity of about three thousand tons and they are all in poor shape.
- (2) Some 15 barges built in the thirties, each with a capacity of 4,560 tons, which are in fair condition.
- (3) Some 15 barges, each of five thousand tons, built between 1948-1951, are in excellent condition.
- (4) One eight-hundred-ton, self-propelled barge, received as reparations from Germany, is equipped with a 500 hp Diesel engine and has a speed of six mph upstream when loaded. Downstream the speed is eight mph.

25X1A5. [] add the following information on the fleet of ReydTanker:

- a. Repair: Annual repair of barges and tugboats is done in the ship repair yard named Tenth Anniversary of the October Revolution at Astrakhan. Tugboats are repaired according to the same schedule as tankers /See paragraph 3c above/. Occasionally tugs are also taken to the Ship Repair Shops No 55 in Astrakhan.
- b. In 1950 one tug, the Dzherzhinskiy ([] to what class it belonged), was renamed Dzhanbul.
- c. In 1950 six tugboats, equipped with 500 hp Washington Diesel engines, were taken away from ReydTanker and given to Kaspiyetslav, a lumber company which specializes in floating timber down the Volga River to Baku. This project was started at some time during 1949 and makes use of forced labor. The individual floats, each towed by one tug, are made up of several tree trunks bound together in the shape of a cigar. They are 50-60 m long and six m in diameter. The submerged part is about 4.5 m. [] not know where or for what purpose the timber is eventually used.

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VolgaTanker

6. The fleet of this company consists of some 28 tugs and about 100 barges.

a. Tugboats: These fall into three different groups, as follows:

- (1) Some 10 wheel-tugs with steam engines of 400-1,200 hp, all of them about 50 years old. A 1,200 hp tug can tow a load of 12 thousand tons; a 400 hp tug, five thousand tons. Going upstream the speed of these tows is about 2 mph when loaded; downstream, with empty barges, the speed is about 6-8 mph. All these steam engine tugs use heating (topochnyy) mazut. Bodies and boilers are in poor shape but the engines are still good.

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- (2) Some 10 wheel-tugs, built in the thirties, equipped with two MAN Diesel engines manufactured at Krasnoye Sormovo. The total hp (two engines) of these tugs is 900-1,000. They can tow a load of 10 thousand tons. When loaded their upstream speed is 2.5 to 3 mph; downstream with empty barges, the speed is 10 mph. They use a mixture of Diesel and solar oil. All these tugs are in good shape, both in respect to engines and hulls.
- (3) Some eight propeller tugboats, built in 1949-1950 in Krasnoye Sormovo, each with two Washington Diesel engines of 600 hp, making a total of 1,200 hp per vessel. Upstream they can tow one loaded five thousand ton barge at 3-4 mph. Downstream, with an empty barge, their speed is 10-11 mph. All these tugs are in excellent condition.

(b) Barges: VolgaTanker has about 100 steel petroleum barges of the following types:

- (1) Kolomenka type: These are old barges from pre-revolutionary times with a loading capacity from 1,500 to 3,500 tons. net know where they were built.
- (2) Sormovo type: These barges were built in Krasnoye Sormovo between 1926-1930. They have varying load capacities of four, five, seven, 10, and 12 thousand tons. Most of them are in the four, five, and seven thousand ton class; only five or six of these barges are in the 10 and 12 thousand ton class.
- (3) Mordovshchiki type: These are five thousand ton barges, mainly used for transporting gasoline, which were built after the war in the Mordovshchikovo Shipyard 5532M-4212E in the Gor'kovskaya Oblast. Their hulls are painted silver and have on both sides an inscription in bold capital letters which reads, "Danger, Highly Inflammable".
- (4) This company has also two or three self-propelled barges of 600-800 tons which were received as reparations from Germany. These are equipped with one 500 hp Diesel engine and have a speed of three mph upstream when loaded, and eight mph empty when going downstream.

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7. Repairs for VolgaTanker are done in three ship repair yards in Astrakhan which belong to the company. Tugboats and self-propelled barges are repaired mostly in the ship repair yard imeni Lenina although some are repaired in the imeni Stalina yard. Barges and pumps are repaired in the ship repair yard imeni Third International. The shipyard imeni Lenina will be described in a special report.

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General Information

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8. [] all Diesel engines used on petroleum vessels in the Caspian Sea region were built at Krasnoye Sormovo. An exception must be made for the few original Washington Diesel engines received as Lend-Lease during World War II. [] do not know of any other engines.

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9. The fuel consumption of the various types of ships used for petroleum transport on the Volga-Caspian Conveyor is approximately as follows:

	kg per hour
1,000 ton tankers of KaspTanker	550
500 hp ReydTanker tugboats	100
900 hp ReydTanker tugboats	200
500 hp VolgaTanker tugboats	100

10. In general the morale of personnel afloat on Caspian Sea petroleum ships can be termed as low. In this respect there is no difference between KaspTanker and ReydTanker personnel. Crews refer to tankers and petroleum barges as "floating prisons". The reasons for dissatisfaction cover every aspect of life on ships such as hard work, short periods in port (only four to five hours), low wages, poor accommodation, and complete lack of cultural entertainment on vessels. The food supply is poorly organized and the supply authorities are accused of widespread pilferage of foodstuffs. For all these reasons personnel afloat do not like their jobs and are always trying to get a job on shore. In a petroleum shipping company the normal proportion of shore personnel to personnel afloat is 40 to 60 per cent. In ReydTanker this proportion was represented by 1,200 on shore against 1,800 people afloat.

11. Certain self-defense and mobilization measures have been carried out in all three petroleum shipping companies although it must be noted that all personnel afloat is exempt from mobilization draft. In 1949 the "War Emergency Alert" (Raspisaniye Boyevoy Trevegi), an unclassified directive, was distributed to all three shipping companies. The purpose of this order was to outline the duties of each member of a crew in case of an alert for war. The main points covered by the directive were the following:

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a. On every ship the crew must be organized and trained to man the antiaircraft machine guns. These weapons, however, were never received, nor were they expected [] in 1951.

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b. All wooden boards covering the steel decks of tugboats in peacetime must be removed by crews specially appointed for this purpose.

c. The speed limit governors must be removed by the chief mechanic of all ships having such devices. Tugboats and tankers built in 1949 and later normally have governors limiting their speed to 11-12 mph. Their removal, punishable in peacetime by eight years of hard labor according to maritime law, would increase the speed of the vessels to about 16 mph.

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[] other innovations which certainly have military significance. Barges and tugs built since 1948 have practically no wooden parts except the captain's bridge and all tankers and barges are built with compartments. A five-thousand-ton barge has approximately 18-20 compartments, as shown in the sketch. See Enclosure A.

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Enclosure A: Sketch of a five-thousand-ton barge

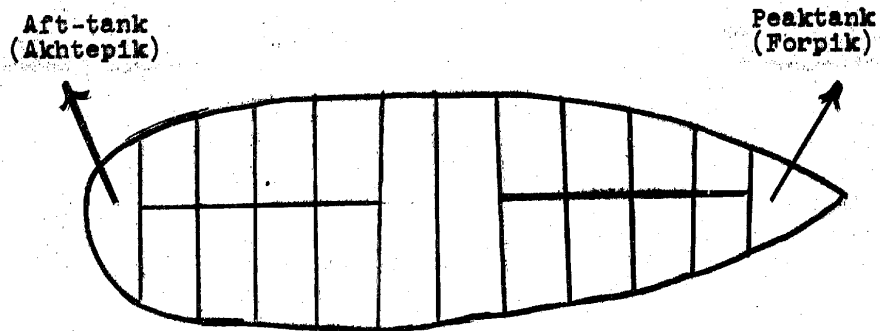
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Enclosure A

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Sketch of a five-thousand-ton barge



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